



Thomas P. Koch
Mayor

City of Quincy, Massachusetts

William Harris
Ward 6 Councillor

February 28, 2019

Dear Friends:

We wanted to write together to provide the Squantum community a brief update on a number of pending legal and regulatory matters related to our collective opposition to the ill-conceived plan by the City of Boston to build a new Long Island Bridge.

Today, Boston's proposal continues to face regulatory agencies, permitting requirements and legal challenges from the City of Quincy. There are currently multiple legal appeals pending against Boston's plans and there are likely more to come in the coming months. We will outline the status of the key cases in this letter with the understanding that some details will be omitted for the sake of clarity and to maintain the integrity of the City's legal strategy.

1. Conservation Commission: The Quincy Conservation Commission rejected the proposal for a new bridge based upon a lack of information provided by the City of Boston and serious engineering and structural flaws that we believe were clearly ignored by Boston. Conversely Boston's Conservation Commission approved the project with very little discussion. Both decisions have been appealed and the matter sits with the state Department of Environmental Protection (DEP) as a single combined case. Whatever the outcome in this matter, the losing party - either us or Boston - will appeal the decision first through an administrative process within the DEP and then likely through Superior Court.

We believe that Boston has dramatically understated the environmental impact of a new bridge by claiming that the existing bridge abutments can be used to support a new bridge deck and will thus not disturb the fragile ecosystem of the ocean floor and coastal wetlands – which fall under the jurisdiction of the conservation commission. We have already submitted substantial scientific data showing the significantly deteriorated condition of the abutments and expert analysis demonstrating that a bridge built on these existing abutments is very likely to be structurally unsound and dangerous.

In addition to the state rules followed by our conservation commission, Quincy also has its own local ordinance guiding activities conducted in wetlands. The Quincy Conservation Commission decision also reflected these local laws, and that decision is being appealed by Boston in Suffolk Superior Court.

2. MEPA is short for the Massachusetts Environmental Policy Act, and that's a process that determines the extent of potential environmental impact – like disturbing the ocean floor – that a major project may have. State Authorities ruled that the bridge project as proposed by Boston need not to go through a rigorous environmental impact review, which would include providing information about

alternative methods of feasible transportation to Long Island, specifically, water ferry service. The City has appealed this decision to Suffolk Superior Court. Our appeal is once again based on the fact that the City of Boston has dramatically understated the potential impacts of the bridge project and any planned future construction and use of Long Island, on the surrounding environment, particularly the fragile ocean ecosystem.

3. Chapter 91 License: Boston recently applied for this through license with the Department of Environmental Protection. This permit is required because Boston is proposing to perform work in a waterway. The City has opposed the application on the basis arguing that Boston's application is severely premature and not ripe for review at this time. We believe that with all of the engineering, environmental, and structural arguments noted above in the existing appeals, the state has no basis for issuing this permit at this time. As part of our appeal, there will be a request for a public hearing on Boston's application. We encourage you to file comments with DEP, being sure to reflect the parameters of the permit. You can find more information about the Chapter 91 licenses here at this website. <https://www.mass.gov/guides/chapter-91-the-massachusetts-public-waterfront-act>. Comments regarding Boston's application can be addressed to Chrissy Hopps, DEP Waterways Regulation Program, One Winter Street – 5th floor, Boston MA, 02108 or at Christine.Hopps@mass.gov. The application Number is W19-5439.

4. Local Permits: The City of Boston has not filed for a building permit from the City of Quincy, and is likely not to do so until decisions are rendered relative to the various appeals that are currently pending.

5. Federal permits: The project will require permits from both the U.S. Army Corps of Engineers and the U.S. Coast Guard. Neither have been filed to date.

Based on the above pending matters – and those yet to come -- we believe this process still has many months before the question of whether Boston is allowed to build a new Long Island Bridge is answered with finality. We wish to thank all of the members of the City Council for their unwavering support as well as Representative Ayers and Senator Keenan, who are both advocating hard on our behalf at the state level.

We will continue to provide periodic updates on the issues relative to the bridge. Please do not hesitate to contact us if you have any questions or wish to discuss the issue in more detail.

Sincerely,



Thomas P. Koch
Mayor



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Ward 6 Councillor